Sandy Post

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The Smell of Progress ?

Sandy Planning Commissioners were wise last week in postponing their decision on an asphalt plant proposed for 2.7 acres of land east of Highway 26 near Sandy Truck Lines.

At stake, according to some area residents, is the future aroma of the city. But so far opinion is divided as to whether the proposal by Ruffing and Ruffing would raise the stink some say it would.

Those supporting the addition of the asphalt plant to Sandy's industrial area say the smell would be negligible. Those who've taken an opposing viewpoint remain unconvinced.

The company certainly deserves a chance to prove that its enterprise wouldn't give the city the same reputation enjoyed by Albany and the Washington towns of Camas and Tacoma.

The best thing to do is to keep an open mind until the next hearing, when hopefully enough evidence will be presented to cast a vote one way or another. Those responsible for making the decision and those concerned with the smell owe it to themselves to visit a similar operation before carving their opinion in stone.

It's good to see industry looking to Sandy for a future home, but we need to make sure it's the kind of business that will add, not detract, from the climate of the area. (SAL)

Spreading the Load a Bit

The Post has been highly critical over the years of Tri-Met and its free-wheeling use of the payroll tax.

However, if recommendations of a special task force on transit financing are followed, the worm may be turning.

The task force, true, does recommend still another boost in the payroll tax, this time to the legal limit of 6-10th of one percent. However, it also urges increases in farebox revenue and efforts to improve Tri-Met's image as a "prudent, responsible public operation."

Within the latter, it suggests reduction of service areas, improved labor productivity, premium fares during peak hours, staggered work hours and transit advertising.

Over the long haul, broader tax support is urged...bonding for capital expenditures, active pursuit of increased federal aid, and one of the following:

An auto-related tax, a sales tax, a lottery or a property tax. General agreement was expressed within the task force on an auto-related tax such as a license tax, or one on gasoline, highway use etc. The sales tax was favored philosophically, but there were doubts over its political practicability.

The task force obviously recognized that Tri-Met cannot continue to rely almost exclusively on the payroll tax. Spreading the load in the ways the task force suggests will make Tri-Met a much more viable operation. We hope the full Tri-Met board gives serious consideration to the recommendations.

Where the People Are

Tom McCall, assorted environmentalists and others of the No Growth fraternity cannot be happy with figures recently released by the U.S. Census Bureau.

Estimates as of July 1, 1976, (the latest available) show the Portland Metropolitan area has grown 10.1 percent between 1970 and 1976.

This places Portland among the leaders in growth. By contrast, Seattle-Everett was down 0.2 percent, San Francisco-Oakland was up only 1.6 percent and Los Angeles-Long Beach was down 0.5 percent.

Most of the really big gainers were in the so-called "Sun Belt" ... Fort Lauderdale 37.2 percent, Orlando 29.4, Phoenix 28.0, Tampa 25.9, Anaheim-Garden Grove-Santa Ana 23.5, Houston and San Diego, both 19.6.

Biggest losers were industrial cities of the East ... Jersey City 5.7 percent, Cleveland, 5.0, New York City, 4.5 and Pittsburgh 4.0.

Portland still trails the Los Angeles, San Francisco, Anaheim, San Diego, Seattle, Riverside, Phoenix and San Jose metropolitan areas on the West Coast, but the No Growth philosophy obviously isn't winning here. People like it here too much.

A Few Conditions

A subscriber called last week to say that he agreed with our editorial supporting the 2 cent per gallon tax levy if . . .

(a) The money somehow isn't diverted from highway use for Tri-Met or other mass transit schemes.

(b) It isn't used to build another downtown Portland mall

(c) It isn't used for more HOV lanes or other silly substitutes for the Mt. Hood Freeway.

In other words, he wants to make darn sure that the extra money will be used for highway maintenance and not for something else.

As a matter of fact, the monies must be used for highway maintenance and reconstruction before they can be used for new construction. That's the way the legislature worded the measure.

None of the money can be used on Tri-Met, none can be used on a Portland shoppers' mall. It could be used for work on the Banfield, for instance,but more HOV lanes are not presently planned.

The Department of Transportation's six-year plan emphasizes rebuilding, overlays, bridge repairs etc. ahead of any new construction.

In other words, we think our subscriber's concerns are being met. He can be assured that the new taxes, if approved, will go to improving the roads he must drive

"That's a platform?"

letters to the editor

'Stop overcharge'

To the Editor:

Electric customers served by Portland General Electric are being overcharged over $17 million dollars this year.

This is because the public utility commissioner has allowed PGE to include $193 million in their earnings base for construction projects which are not delivering one kilowatt of electricity or service to consumers. Thus, PGE customers are forced to subsidize PGE stockholders to help finance their massive program of thermal construction projects, which are exceedingly expensive.

An iniative petition to prevent this overcharge has been filed by Oregonians for Utility Reform. So far we have collected nearly 20,000 of the necessary 46,000 signatures to put it on the general election ballot. Help us lower electric rates by writing P.O. Box 12763, Salem, Ore. 97309.

The initiative petition has been endorsed by the Oregon Council of Senior Advocates, Gray Panthers, Oregon State Grange, Oregon Environmental Council, Oregon Consumer League, Consumer Power League, and the Young Democrats of Oregon. Join the coalition to stop the private utilities from overcharging their electric customers.

David McTeague
Oregonians for Utility Reform
473 Manbrin Dr. N.
Salem, Ore., 97303
485-6105 or 390-1401

Telephone rates may increase 300 percent for some users

Telephone rate increases of up to 300 percent for some Oregon customers have been applied for, according to area telephone officials.

George Pappani, state manager of Continental Telephone Co., confirmed Friday that Oregon Independent Telephone Association has applied for the increase in its foreign exchange service (FEX).

FEX allows a telephone company to provide service from a telephone exchange other than the one in which the customer is located.

The telephone association represents about 30 telephone companies in Oregon.

Pappani said Continental customers in the Damascus area would be affected by the rate increase. "The increase will be about 200 percent — 300 percent in some cases. It's not a good situation, but in this day and age, costs are just skyrocketing."

Pappani said the increases will make phone costs more equitable. "The FEX customers were being subsidized by other rate payers. This has been a problem for telephone companies for some time now."

Average increases for residential FEX customers will be between $23 and $27 a month, if the rate hike is approved, Pappani said, adding it would affect 88 customers in the Sunnyside-Damascus area.

Henry Kutschia, manager of General Telephone in Gresham, said GTE also was party in the rate increase request. However, he said he would not know until this week what the increase would amount to for GTE.

"From what I've heard, some of the rates will be reduced and others will increase. It's going to be interesting to see what ours (rate increases) will be," he said. Kutschie said about 120 customers in the Gresham area would be affected.

Application for the increase was submitted Jan. 30 with a request for it to go into effect March 1, Pappani said. Representatives of Cascade Utilities Co. could not be reached to learn if they will be included in the request.

Extension pamphlets cover lamb care

Lambs are beginning to arrive on many Clackamas county farms and throughout the Willamette Valley.

"The financial rewards which sheepmen will enjoy this spring will be dependent on their success during the critical period surrounding lambing," according to T.D. Zurcher, Oregon State University Extension agent in Clackamas County.

In order to assist sheepmen the Oregon State University Extension Service has available several publications to help save a higher percentage of lambs.

Sheep producers attending the recent meeting in Wilsonville conducted by John Leffel, area livestock extension agent, were introduced to two new pamphlets written by Zurcher and Dr. R.J. Anderson, a Portland veterinarian. The pamphlets are titled "Saving Newborn Lambs" and "Shepherd's Medicine Cabinet Checklist."

Saving Newborn Lambs includes information on how to deal with weak lambs, use of the lamb reviver colostrum tube and general care and medication during the first 24 hours of the lamb's life.

Other pamphlets available include: Artificial Rearing of Lambs, Lamb Reviver, and Lambing Difficulties and Ewe Assistance by Leffel. These can be obtained without charge from the OSU Extension Office in Clackamas County.

Policy board plans meeting

The next meeting of the policy board for Clackamas County's Community Development Block Grant program will be held noon Wednesday, Feb. 22, at the Far West Federal Savings and Loan in Milwaukie.

The policy board is responsible for developing an application to the federal government for an estimated $7.5 million grant which will be spent during the next three fiscal years.

The monies will be spent on county-wide projects for community development.

Far West Federal is located at 1915 SE Harrison St.

County Comment

A Democratic convention fugitive

by Bill Sanderson

All my life—which is getting to be a pretty fair stretch of time—I have been interested and intrigued by the grass roots methods and procedures of our political processes.

Some of my early experiences in county politics in a small and poor stump-ranch county in central Michigan figure in my most cherished memories and contain small chapters of hilarious happenings, a few stern confrontations and above all, the bright and gay colored kaleidoscope of rural America, flailing away at its bounden duty to bring people and their political responsibilities together.

It was that basic responsibility that supported and kept alive our minority party when we were so badly outnumbered that we rarely carried more than five of our 16 townships and five extra wards, or precincts. But we persevered, and as I served my last term as the chairman of the county central committee, we had pulled up even with, or a little ahead of our opposition.

Our county conventions were things of great beauty, from this half century distance, at which we strove mightily with the weighty questions of the day.

We did not concern ourselves with questions better left to the churches or the schools or the county doctors or the few county courts and lawyers. We only concerned ourselves with our struggle to elect county officials whose terms in office would become models of efficiency, honesty and service—so as to make the opposition office-holders look bad by comparison.

I still think that was a pretty good way to run the tiny ships-of-state. One could attend a township party conventions, be nominated and elected as a delegate to the county conventions, be named in caucus and confirmed in the general convention proceedings to go the congressional district convention or even to one or both of the state's conventions held in general election years.

Even being named a delegate to a national convention was not out of reach to the willing worker! Loyal party workers were thus rewarded and so became more loyal.

Selfstarters and those with a personal knife to sharpen received short shift. And if someone came along asking the party to espouse ANY cause that would diminish the power and effectiveness of the people—in their party or at at the polls—that person stood a good chance of being run out of town on a sharp rail.

We were a little county with less than 20,000) votes, all told, but well over a hundred sincere and earnest people would show up at a convention of either party. Once in a while a drunk would show up too, to be carefully and humanely lodged in a cell at the back of the courthouse until he sobered up or the convention was adjourned.

We carefully refurbished and maintained the party machinery, wrote resolutions and memorials to deemed to be just about as and upon rare occasions to the national committee as well.

Party officials were praised or scolded and sometimes sent packing for some infringement of what the people believed to be a party impropriety or a public display of stupidity or dishonesty, and one was deemed to be just about as bad as the other.

Over the weekend, I attended Clackamas County's mid-winter Democrat county conventions, and like old Rip Van Winkle, I hardly recognized the changed world of county politics and county conventions.

Approximately a dozen committees put together reports containing almost 200 discrete planks and or subjects ranging from one that supported "freedom for a woman to control her own body in matters of reproducton" to one on foreign policy without leaving out much of anything in between.

As a matter of fact, it was those nearly 200 'in-betweens' that finally sent me scampering out of the convention, one of the few times in my life when I have ever (willingly) became a fugitive.

The final blow came when the milk-sop objections to a too-strongly worded plank aimed at getting LCDC and other appointed rather than elected authorities off our collective backs was being howled down and alternate language resurrected from a similar report from 1976 was being substituted—and I fled!

I suppose that it was the obvious fact that the milder language used in the 1976 plank had produced no tangible results in protecting the citizens of Clackamas County that gave me the frustrated feeling of going ahead one year and slipping back two.

I can do that at home, where I will continue to be fugitive from county conventions whose concerns cover the unbelievable spread of interests from the most private and personal concern I have ever heard of to the most grandiose and public intrusion into internatonal policy making matters that I have ever heard of from a single county.

But my defection will have little or no effect. As a matter of fact, if all 28 or 30 of us had ran out, it wouldn't have much effect—in the long run.

"And So I Announce My Support Of The Panama Canal Treaty. Besides...If It's All Right With John Wayne, It's All Right With Me."